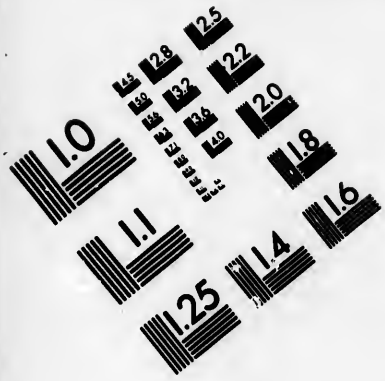

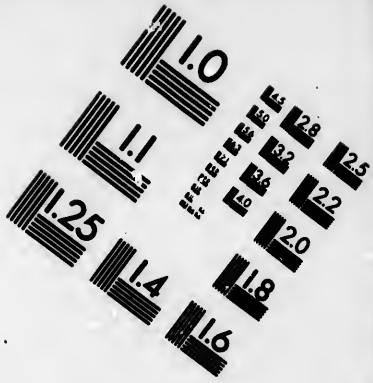

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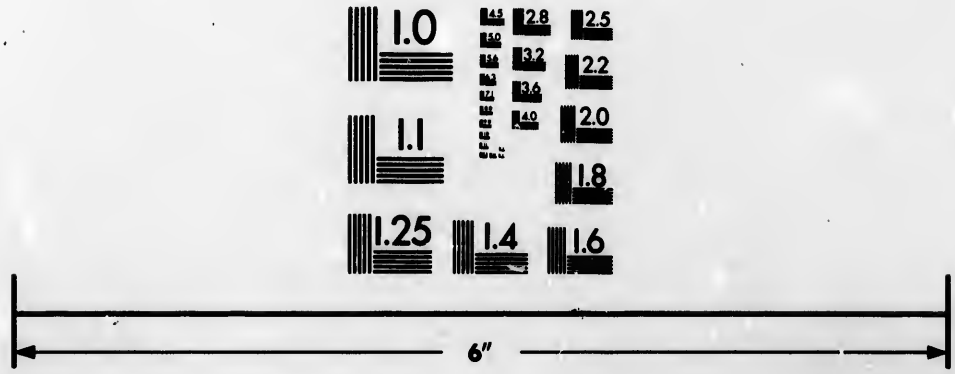

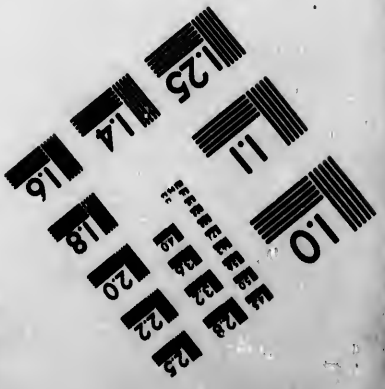

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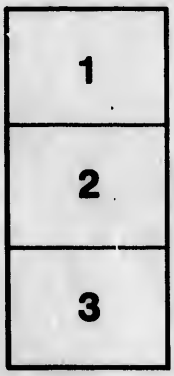

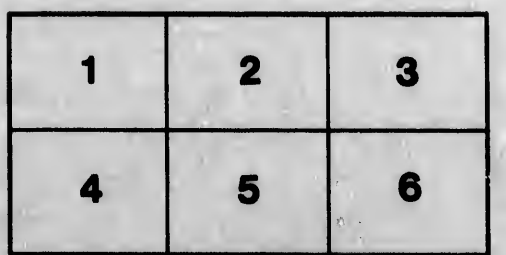

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RAILWAY MEETING.

TO H. M. PERLEY, ESQUIRE.

Sir,—

We, the undersigned, entertaining a very high opinion of the zeal and industry that you have displayed in acquiring a personal knowledge of the structure and resources of the Province of New Brunswick, have to request that you will favor the community of Halifax with another Lecture thereupon before your departure.

(Signed by His Worship the Mayor and 212 others.)

In accordance with the foregoing Requisition, Mr. Perley will deliver a Lecture at Temperance Hall, to-morrow, Friday evening, at half past 7 o'clock.

October 2.

RAIL ROAD MEETING, TEMPERANCE HALL.

On Friday evening, October 3, M. H. Perley, Esq. in compliance with a numerously signed requisition, gave a second lecture on the subject of Provincial Rail Roads. Rain fell heavily during the afternoon and evening, but a large audience assembled, and evinced the interest felt, by the attention given to the address.

Wm. Fairbanks, Esq. was called to the Chair.

Mr. Perley spoke as follows:—

Mr. Chairman, Ladies and Gentlemen, I appear before a Halifax audience for the second time, somewhat unexpectedly; but I felt gratified by the very kind and flattering manner in which I was invited to address you again, on a subject which, at the present moment, possesses exceeding interest. The question of Colonial Railways is one of great importance,—Railways are a great necessity of the age,—the exigency of modern times; and a country which is without them, will correspondingly lack prosperity, at the present day.

Without entering as fully into the description of these Provinces as I did in my last lecture, I will give a brief outline of the configuration and physical characteristics of New Brunswick. You will perceive by the map, that New Brunswick is of an oblong form; it may be aptly compared to a long house, the end or gable of which faces the Bay of Fundy,—and the front or broadside towards the Gulf of St. Lawrence. An erroneous impression, with respect to our Province, appears to have prevailed, of late, more especially in some official documents put forth in Canada. In these it is stated that New Brunswick fronts the Bay,—and that its breadth is nearly

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equally divided by the River St. John;—both of which are grave mistakes.

The Main Trunk Line of Railway now proposed to be built, from the city of Halifax to Quebec, is depicted on this large map,—which thanks to the celerity and skill of Mr. Smithers, I am enabled to exhibit to you to night. The proposed line is 635 miles in length; of this distance 124 miles are in Nova Scotia,—234 in New Brunswick, and 277 in Canada. At Shediac, 150 miles from Halifax, it is proposed that a branch line shall diverge from the Main Trunk, and passing down the Valley of the Kennebecacis, reach St. John, and thence proceed to the American frontier at Calais, whence it will go on to Bangor, there to connect with the railway system of the United States.

The Province of New Brunswick is divided by a lofty ridge of hills, called the Tobique Mountains, into two great basins; that to the southward consists of the sandstones of the coal measures: the northern basin is composed of rocks of the silurian system. The area of New Brunswick is estimated at 23,000,000 of acres, with a population of only 220,000 souls. Of these 23,000,000 of acres about six millions have been granted; the remaining 17,000,000 are still at the disposal of the Government. With the exception of about 3,000,000 of acres of water and waste, all the rest consists of land of good quality, some of it very superior. It is admirably intersected by large rivers, and their numerous tributaries, in almost every direction;—the timber is large and abundant. It has been found that between the 45th and 48th parrallels of N. latitude on this continent, timber trees of the fir tribe are found of the best quality and largest size. The mineral wealth of the Province is very considerable, but much cannot be said on this point, until the country becomes more thoroughly explored, and settlement advances.

Leaving the noble harbour of Halifax, and passing around the Bay of Fundy:—

The proposed line of Railroad would go within forty miles of Pictou, and its valuable Coal Mines. I visited the mines last week;—they have a strata of Coal thirty-nine feet deep, said to be the thickest seam in the world; at the bottom of the pit there is a mass of Coal, above, beneath, and around. The Superintendent at the Mines admitted their value,—but said, "We can ship the coal for six months of the year only,—it has to be banked in winter, subject to damage and much waste; if we had easy transport for it to any open winter port, by means of railway cars, what a saving would be effected, and how much additional profit would be realized!"

If the trunk line were completed, no doubt there would be a branch to Pictou. Opposite the course of the proposed line, is the finest part of Prince Edward Island,—and along its route through New Brunswick, a series of fine harbours, until you arrive at Miramichi, a

river 200 miles in length, with its large timber ships and trade, and varied facilities. Beyond, is the glorious river of Restigouche, its entrance three miles wide, its harbour twenty miles long,—its banks having abundant resources, but almost destitute of population, from want of means of access. We thon come to the mountainous tract of Gaspe—but the Matapediac, unlike other rivers of New Brunswick, flows N. West. The usual courses are N. East or South West. This river flows at right angles with the rocky strata, and affords means of easy passage through the mountains.

We then have, for 200 miles along the bank of the Saint Lawrence, one level;—a continuous village, becoming more dense as you approach Quebec.

The poor lands on the route are,—about 20 or 30 miles out of Halifax, and from Restigouche, across to Metis, about 80 miles supposed to be of indifferent quality; this tract however, has risen in value, since Professor Johnston's visit. Instead of the Matapediac Lake lying in a granite bed, as was supposed, the Professor says it lies on limestone, which is generally indicative of good soil, and profitable products.

Before speaking of the cost of the work, I wish to remark that the people of Portland intend carrying the line to the New Brunswick boundary,—and we intend completing to Shediac, there intersecting the Great Trunk Line.

The cost of this Railway has been estimated, by Mr. Wilkinson not vaguely, but from actual measurement, at rates varying from £4300 to £5200 per mile. Subsequent to the Portland Convention, Mr. Morton went over the same ground, and estimated the line from Calais to Halifax at £7500 per mile. On being questioned concerning this estimate, he said that he took the average cost of the Montreal line already built in Maine. On Mr. Wilkinson's opinion being mentioned, the answer was—"that is all right, but how do you pay?" If the terms are to be cash, that alters the question; we build on tick." One fourth is paid in money,—another fourth in stock, and the remaining half in bonds redeemable in thirty or fifty years. These are secured by the Public,—but enough must be allowed to make up for the "shave." The additional £2500 is laid on for that. The bonds are given by the Cities and Towns through which the lines pass;—every thing is pledged, lands, orchards, houses, and all, to make these good; the debt will be paid,—but the "Shave" is frightful.

Another point of some interest is, the strange aversion the Portland people evince to your building the proposed Railway, according to the plan adopted by the government. Why this opposition? It was not understood for some time, but was at length explained by a few arithmetical figures. Their wish was to secure the traffic with Canada. They wanted the steamships to stop at Portland instead of at Halifax. That was apparent; but still something else had to be explained. Ever since the government plan was submitted,

these people have been almost rabid. What was the reason? Why, the difference of cost between your road and theirs! If you could build at 20,000*l* a mile, and they would be glad to build for you at that price, the disparity, in your favour, would be great. You would build at 3½ per cent. interest;—they at 7, and the "shave" too. Thus your 635 miles of way, would cost little more than their 320,—and, although one would be twice as long as the other, yet, from the smaller interest you would pay on the lesser cost, you could beat them in terms of transit. That formed one great reason of the opposition evinced, independent of the wish to make Halifax subsidiary to Portland.

Much of my attention has been directed, of late years, to the best means of constructing Railroads. I have delivered several lectures, and had the honour, in 1849, of addressing a Joint Committee of both branches of the Legislature of New Brunswick, on the subject. I have always advocated the Belgian principle of constructing Railroads, and will repeat it now,—not professing to present anything new for your consideration. Belgium was one of the last countries in Europe to undertake Railroads. It profitted by the experience of other lands. Belgium adopted the principle,—that the great lines of communication through a country should be under the control of the State;—should be the property of the government, and used at the cheapest rate, for the good of the people. The State, therefore, undertook to build a system of trunk lines, leaving the byeways, or branches, to private enterprise. They raised a loan at 3 or 3½ per cent., issued stock, and built the roads. From these lines they do not seek to draw any profit. They take about the interest and 1-3d of the working expenses, from the proceeds of the roads, paying the remainder from the general revenue, in consideration of the mails, and the military, going over the lines free of charge. When these lines were opened the traffic was not extensive, and yet, while 3d. per mile per ton and per passenger, was charged, in England,—in Belgium the charge was only one penny! Travellers from Belgium could not understand the increased charges in England, and growled at the difference experienced immediately they crossed the channel. The cause was,—in one place, the State, which owned the lines, did not seek to make profits by them;—in the other, private companies endeavoured to make as large dividends as possible. As the railway traffic increased in Belgium, the charges diminished, because no private companies waited for the profits. The effect was, greatly to increase manufactures and the operations of agriculture. Sea manures were carried from the coast to the interior, to fertilise the land,—and products were brought in the same manner to the coast. Thus Belgium grew into very comfortable circumstances, in these respects. The system has been adopted in other parts of Europe, and eminent writers have advocated its extension, remarking that England had made a great mistake in allowing the trunk lines to become the property of private companies. Embar-

rassment to the public arose from the latter mode,—and a loss of thirty millions of money in parliamentary contests alone. This sum might have been saved, and great advantages secured, by adopting the Belgian system.

Persons may say, "Belgium is a far off country, and the analogy will not hold between it and these provinces." Let us turn nearer home then,—let us look to Canada. The public debt of that Province amounts to five millions two hundred thousand pounds. Of that sum, four millions five hundred thousand pounds have been expended in public works of a reproductive character, principally the St. Lawrence Canals. One and a half million of this, was loaned by England, subsequent to the disturbances in Canada, at 3½ per cent.;—on terms similar to those now proposed to us. For the remainder of the money they pay 5 and 6 per cent., and provide a sinking fund for the reduction of the debt. How does that Province arrange for these demands? In 1847, the revenue from public works was £45,000, or one per cent. on the cost. Next year it amounted to £50,000, and the rates were lowered. In 1849 the revenue was 56,000, and further reduction was made. Last year, notwithstanding greater reduction, £60,000 was expected. How were the differences met? Were the people directly taxed for them? No, the required payments were made out of the ordinary revenue. When these works were commenced, Canada was a stagnant country, as you are now,—but by construction of their public works, it has nearly doubled its population, and trebled its revenue. It has more money now for all ordinary purposes, than it ever had before. At the close of the year in Canada, the Inspector General comes down to the Provincial Parliament and, says, "Thank you gentlemen,—we have met all these demands, and have £60,000 surplus." A result of that surplus was that Canada swept away their light duties; being enabled to do so from flourishing revenues, arising from public works, and the consequent increase of population and general improvement of the Country. Canada has set the first example in the abolition of light duties.

New countries, such as ours, have abundant resources; they require access, settlement, and population; then revenue results. We must not look to public works paying for themselves, but must look to the improvement of the Country. That is, indeed, the principle on which you have been acting. You have been taxing yourselves by duties on imports,—and what have you done with the money? You have expended it on roads and bridges;—you do not lay on tolls to remunerate for these works, but are paid by the general improvement of the Province. You have only to extend to the Railroad the principle which you have adopted, and upon which you have so long acted with reference to your Bridges and Highways.

In New Brunswick the experience is, wherever a good road is run, settlement follows.—Our population is 200,000,—our revenue £100,000. Major Robinson assumed that 10s. a head was the proportion

of revenue paid by each one of the population. So that to increase the population is to increase the revenue. Nova-Scotia does not pay as much revenue per head as New Brunswick,—and I am told that that is owing to the configuration of the country; to the peculiar facilities *for not paying revenue*. With 300,000 of population, you ought to have more revenue than we have,—but in many places it is difficult to collect revenue, and less results.

Some say, suppose this debt be incurred, will we be enabled to pay it, if the work yields only one per cent? Yes. You occupy a fine position, and only require additional population. During the last few days I have been about Halifax and its vicinity, and have observed the great difference between it and St. John, as regards the ship-building business. Around St. John are many ship-yards, —spruce ships cost about £5 per ton, and one-half of that is expended in labour. At St. John, near every ship-yard you see a colony of ship-carpenters, blacksmiths, and other workmen, with their wives and children. Not one ship have I seen in course of construction here. You have noble water for building and launching,—but we have a great river for the conveyance of timber. You have the great harbour but not the river,—but being without a river, why have you not a railway? Why not make a river? You have in your province the greatest coal seam in the world,—and iron to immense extent in the Cobequid mountains. Timber, iron, and coal, are three great elements of wealth and industrial activity. Bring these into your harbour at such rates as will enable you to use them, —bring timber as cheaply, or nearly so, as we can float it down the St. John river, and you may build ships to any desired extent—and have iron and other manufactures of every description.

Novascotians are as smart fellows as any in the world,—only bring the materials for industry within their reach. Be careful, however, to bring those heavy materials cheaply, you must not pay 3d. per mile, if one penny will answer. Obtain a cheap railway, and get materials low, then you may expect abundant employment and general prosperity.

Much of the interior of New Brunswick, is nearly without population. Great tracts are in a wilderness state; their inhabitants are the moose and the carriboo; yet these vast tracts are fit for cultivation. Changes in England, concerning free trade and the Corn Laws, have resulted in diminishing the employment and wages of many of the agricultural population. In 1847 the question of Colonisation on an extensive and systematic scale, was brought before Parliament in regular form. A committee of the House of Lords was appointed to take evidence and report on the subject. Enquiries were made concerning all the Colonies, and the conclusion arrived at, was, that Nova Scotia and New Brunswick offered the best field for Colonization. The reasons for this conclusion were founded on the latitude of these Provinces, their healthy climate, their timber, minerals, fisheries, and proximity to England. They may be said to

be drawing nearer weekly, by the improvements of Steam Navigation. Every hour taken off the passage, is, in effect, a diminution of the distance. Various circumstances combined to press the Halifax and Quebec Railway on the attention of Government, and among these was the question of Colonization. Your Provincial Secretary was so fortunate, last winter, as to obtain from the Imperial Government, a promise always theretofore refused, of ample means to build the railroad. One of the inducements was, that a field for Colonization would be provided, near to England, suitable for the settlement of agriculturists, and others wanting employment.

It has been objected, that England desires too stringent terms respecting permanent duties and a sinking fund. Having determined that this line of railway shall be built, with special reference to Colonization, the British Government are not going to impose terms to render their own endeavours nugatory. If emigrants are sent from England, in consequence of heavy taxation there, similar difficulty will not be caused here. Let us show readiness to perform our part, and I believe they will help us, by taking a quantity of the public lands and giving us money. Lord Stanley has proposed, that if two or three millions of acres fit for settlements, are vested in the Colonization Commissioners, England shall contribute a million of pounds towards the Railway. But we must first show our readiness to take some of the responsibility, and perform our part of the labor; we must not expect the British Government to do all. England has already offered liberally, and will give additional aid if it should be required.

Another objection advanced is, concerning the difficulty of working Rail Roads in winter. The line from Boston to Canada crosses the Vermont Mountains, and goes through deep gorges in those mountains where snows accumulate. Little difficulty, however, is experienced. The train is rarely impeded more than two days in a winter. Delays have occurred from a second storm, with frost, being experienced, and the accumulation resisting the snow plough; gangs of men, however, from the nearest stations, soon remove the difficulty. But what is a delay of two days, compared with the intervention of six months, as at present? Travelling in winter by Rail Road, after a snow storm is magnificent. You see the country an unbroken level, without a trace of the road before you;—the engine dashes through, and behind is the rail road, as if made at the moment! We need not fear about the snow,—we have not such places of accumulation to go through, and for all ordinary purposes the snow plough acts admirably. The Americans roof over some of their gorges, and place fences, called "snow traps," at points where drifts are severe. The snow is not so deep with us as in the Vermont Mountains, over which they travel regularly in the winter.

Let me say a few words by way of advice. There are two principles on which you may build the proposed road. You may charter private companies, on the best terms you can arrange, and allow them to make as much as they can, the Province incurring no responsibility. Or, you may adopt the Canadian principle;—build your own roads, and arrange them yourselves, giving the people the

advantage—making every man a sharer in the profits of the work. By the latter you would elect and control your directors, on the principle of responsible government. But if you have a board of wealthy stockholders, whose principles are in their money bags, you must bear with obnoxious arrangements, or buy the directors out,—you cannot change them by votes of "want of confidence," quite so readily as you may your Executive Council.

There are then two principles before you,—one or other you will be shortly called on to adopt. You are to have this road,—but the mode has yet to be decided. A great duty devolves on Nova Scotia. Her position is important, jutting into the Atlantic like a great pier. Your Province is the national landing place for all the European nations that come to America. The line commencing here, will communicate with New Brunswick, the United States, and Canada. The latter proposes to carry its line to Lake Huron, a distance of about 1200 miles,—perhaps it glances at the distant Pacific; and so surely as we make the Halifax and Quebec Railway, at this end, —that at the other will be accomplished. In the United States there are now, actually working, 10,200 miles of railway. With all these will the Nova Scotia line communicate. The tap root is here; —all the lines unite in one at this place. All will be feeders to Nova Scotia; its railway will be the trunk to the entire system! You occupy an important position, as regards the other Colonies, the United States, and all North America;—your duty is to have this proposed line constructed as soon as possible. Let the modes be fairly tried,—let the majority say which shall be adopted,—and then let the question be settled; let no factious opposition appear after it is settled, but unite as brothers and "go ahead" with the work.

I do not frequently quote the United States—many matters there I do not admire,—but I may remark, that when the majority there decide, the minority yields, and cheerfully aid in carry out the work. You have duty to perform;—settle your differences,—decide upon your mode,—then lay aside dissentions, and go to work like men, for the common good.

Do not let personal or party feelings sway you to the retarding of a beneficial work.—Some may be irritated,—squibs and hard sayings may annoy,—but let all recollect that great duties and interests are to be subserved,—and that men must bear and forbear in their progress through life. Let all unite like brothers, and put forth their strength, "shoulder to shoulder," for the accomplishment of this great work,—in which not only Nova Scotia, but the other Colonies, the United States, and the whole civilized world are deeply interested.

Ladies and Gentlemen, I offer you sincere thanks, for the kindness which I have experienced here,—for your attention to my address,—for your attendance on such a stormy night as this. I will leave Halifax with sentiments of gratitude for many acts of hospitality and courtesy. The advice which I presume to give, is such as men and christians may adopt. I hope that these British possessions will soon become part of the United Kingdom, in privileges

and for practical purposes,—and instead of being petty colonies, and merely distant portions of the Empire, that they will grow to a great and powerful country, densely inhabited by people of true Anglo Saxon character, who will be respected everywhere.

I now bid you a hearty good night,—and tender you my best wishes for the speedy success of your projected Rail Road!

Much applause was expressed at several parts of the address, and its conclusion.

Hon. Mr. Howe rose and said, Mr. Chairman, I regret that I was not present on a former evening, when Mr. Perley lectured. I regret, that on this occassion, so much cold water (referring to the weather,) has been thrown on a discourse so interesting. If the night were favourable, this great Hall would be crowded with ladies and gentlemen; as it is, Mr. Perley may judge by those who are present, how great is the interest which we take in the question.

We have to night heard one from a Sister Province, who is so justly celebrated for the amount of information possessed respecting all the Provinces. He forms an exception to a general rule:—Many of our people seem very learned about Asiatic and European Kingdoms, and distant States of America,—but appear to know very little concerning the noble provinces where they reside. Perhaps no one in the three Provinces is so well acquainted with them all, as Mr. Perley; very few Nova Scotians know so much of their Province as the lecturer,—very few New Brunswickers, indeed, know that place so well. He speaks from personal observation; he has travelled them all, and is particularly familiar with almost every part of New Brunswick. I feel glad, sir, that we have had an opportunity of hearing one who speaks from actual personal knowledge. He has addressed us from a full mind; and simply, as if were sitting around his fire side. He has touched many important points, and has well illustrated the Railroad principle to which we have been clinging for these last six months. If such an address were delivered in every town of Nova Scotia, you would not find twenty persons to oppose our system, a few months hence. I merely remark that the principle which he has been explaining and advocating, will assuredly rise, in public estimation, from every discussion of the subject. During a recent visit to the United States, I was enabled to judge respecting the extent of the "Shaving" which the lecturer has spoken of, and of which we ran the risk last year. I visited the office of a namesake of my father, who is President of the Boston and Maine Railroad,—and from him heard many details concerning such works. After several explanations respecting the raising of funds, I said, suppose, with your experience, and having to build a line over a country like that of New England, with the money at hand for expenses, and therefore able to avoid mistakes and difficulties which have been incidental to other similar works, how much would you deduct from the average cost of American railways? His answer was,—33 per cent. I am satisfied that he would undertake to make our 200 miles, for what we thought 130 miles would cost, a year or two ago. In estimating the average cost of American railways, the raising of all the money for the work is not assumed. A company there com-

mences a railway of 50 miles. with money for ten. Then bonds are thrown into market, and these have been reduced, to 80, 70, 40. and even 30 per cent. In some instances therefore, forty pounds only, were actually expended, where a hundred to be paid. Going to work with the money in hand would cause a great saving as regards estimated cost.

I feel glad, Sir, that we have this opportunity of showing to Mr. Perley the interest we attach to this question;—we have this opportunity of presenting to the people of Halifax, a New Brunswicker, who has done more to explore that fine province, than any other man in British America; his recent report on the fisheries, is a valuable scientific document; and the address of this evening has been calculated to induce many wishes, for more intimate relations with a Province such as has been described. I move, Sir, that the thanks of the meeting be given to Mr. Perley, for the able, clear, and valuable lecture which we have just heard.

B. Wier, Esq, said, Mr. Chairman, I rise to second the proposition. One matter has impressed my mind, while looking at the map, and hearing the remarks made. I understand that Canada is willing to continue the line from New Brunswick to Sandwich,—a distance of about 1100 or 1200 miles. They are willing to do this, altho' they already owe so much. New Brunswick is willing to give guarantee for four hundred miles,—while Nova Scotia, the tap-root of all, is only required to build 200 miles. All the lines are to terminate here,—we are to receive the benefit from the entire system. Can one among us be found, ready to quibble at a responsibility so trifling, compared with what the other provinces are willing to assume? With these facts, any who hail us as Novascotians, should be ashamed to object to the magnificent scheme proposed. If Nova Scotia is willing to perform its share of the undertaking,—why hesitate a moment, to give the Government such a majority as will enable the work to proceed?—(Applause)

The Chairman rose to put the vote, and said, Ladies and Gentlemen, the Lecture which we have heard this evening, is not only of much interest, but of great value, in consequence of its truthfulness. We have also to thank the Lecturer for the trouble he has taken respecting the map by which his address has been illustrated. I have felt much interest in the subject;—the line of railroad proposed, has had my advocacy, since its first projection,—and I think it will continue to have it. Those who oppose the northern line, speak of the other being so much shorter in reference to the Atlantic coast. My answer has been, when the surplus produce of Canada reaches Portland, it would be comparatively farther from Europe, than the difference between the lines;—and such property at Halifax would be at more advantageous terms, as regards freight, insurance, and ocean transit.

I have frequently thought, that it would be money well expended by our Legislature, if they were to make an appropriation to send some of our young men, who are rising in knowledge and ability, to the great exhibition, the world's fair,—or to the U. States,—that

they might see what others were about. They would thus realize the conviction, that without Railroads we must be behind the age.

Respecting Railroads as a Government measure, I may remark, that some may suppose, from the lowness of rates, that the Belgian roads are inferior. I travelled on them last year, and found the mode of transit very superior. The second class carriages were equal to the first in Great Britain. What is to prevent Nova Scotia from undertaking similar work, to the extent proposed? No Railroad in America was commenced under such favorable circumstances, as ours may be. The amount of interest payable has been spoken of,—but we are not, as has been remarked, to look to direct advantages, in the shape of profits,—but to the indirect; to the cheap transit of articles extensively required. Cord wood now has to be brought to Halifax from long distances, at much expense of time and trouble;—it might with a Railroad, be conveyed for half a dollar a cord. The argument would apply to many sources of products: to quarries, mines, and forests. Those interested in the Pictou Mines have said, when spoken to on the subject, that a railroad for transmission of coal to the Atlantic would not pay; but it should be recollected that, at present, the coal there is shut up for nearly seven months of the year, by ice. I believe that we have coals nearer than Pictou, and that if we had a railroad, Halifax would become a shipping port for coals from Pictou and Cumberland.

The vote of thanks passed by acclamation. (Much applause.)

Mr. Perley again rose and said, Mr. Chairman, I thought that my duties for the evening had terminated, but I must not allow such a vote to pass without again expressing my sincere acknowledgments. The subject is a great one; we all feel interested. Not only is the railroad a beneficial work for the men and women of the present time, but for their children;—it rests with this generation, whether Nova-Scotia is to be a great country;—the handful of people who now inhabit it, are, to a great extent to determine that!—An aphorism of Lord Bacon appears applicable to the present occasion. He said that there were three things requisite to make a country prosperous and happy,—a fertile soil,—busy workshops,—and easy conveyance. We have here the fertile soil; but not the busy workshops, because we have not the easy conveyance for men and commodities. The aphorism applies;—get the easy conveyance,—you have the fertile soil, the busy workshops will follow. I have spoken of New Brunswick, as has been said, not from report, but observation. Thirty years ago, I went through the woods with an Indian, and was out for a month. It was a bold dash for a boy,—I have altered since then, but I retain my love for the woods and the lakes and streams,—I still wish to camp out occasionally,—to interest myself with subjects of natural history,—and occupations of the field. I speak from what I have seen. What we want here, is to get at the resources of the country,—it would then be fit for the sustenance of an increased and comfortable population.

In New Brunswick we have commenced to prepare for the Colonization spoken of. Surveys, for this purpose, on the Buctouche River, are now proceeding. The intention is to lay out two town-

ships, each five miles square,—each to be sub-divided into 100 lots, and according as each has 100 settlers to become a parish.

Respecting the railroad, we wish to see Nova-Scotia in the front. You "go ahead,"—we will follow! You will find us all right—we will be at hand when required. I will return to New Brunswick, and tell them that Nova-Scotia is going to build the railroad! I hope to see Halifax again, under circumstances which will enable me to take my dinner at home, come over, and lecture here in the evening. (Loud applause.)

Hon. Mr. Howe said—Several persons may remark,—you have had much talk about the railroad, what are you going to do now? I may say,—without any undue disclosure of state secrets,—that we could not deal with the subject until the elections were over,—the absence of some of the Executive Council prevented some desired discussion—and His Excellency did not arrive from England until last steamer. An early session has now been determined on;—it will be called when the close of the circuits will enable legal gentlemen to attend;—not later, I expect, than the commencement of November. The government are determined to send down to the Legislature, at that time, and to support with all their influence, the tripartite arrangements agreed to by agents from Canada, New Brunswick, and Nova-Scotia, at Toronto.—(Enthusiastic Cheering.)